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E. M. GLENN.......City Editor PHELPS SASSEEN, Advertising Mgr. T. B. GODFREY, ... Circulation Mgr.

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Member of Associated Press and in this section of the State is well Receiving Complete Dally Telegraphic taken. It is doubiful, however, if Service.

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THE WEATHER.

South Carolina: Fair Saturday, colder in north and west: Sunday

THE COTTON ACREAGE

The cotton seed from which the 1915 crop is to be made, are not yet in the ground, but the statisticans have busied themselves in efforts to find to what extent the farmers will curtail their cotton acreage. Carecurtail their cotton acreage. Careful study of the situation has led to the conclusion that the reduction will be twenty-five per cent or there-about. Messrs. Jay Bond Co. have issued an estimate which shows an average reduction of 25.5 per cent. They are of the opinion that South Carolina the acreage will less by one-quarter than it was last less by one-quarter than it was last year. The greatest reduction is looked for in Missouri, where the estimate indicates that the cotton acreage will be cut in half. This fact is explained, perhaps, on the ground that Missouri is in the grain belt, or adjacent to it, and seeing the weaith has come to the farmers who planted grain in 1914, the Missouri farmers are determined to get their share of the grain money in 1915.

Suppose the cotton acreage is reduced one-quarter all over the Southwhat effect will that have? The effect will unquestionably be beneficial. Assuming that crop condi-

what enect will that have? The effect will unquestionably be beneficial. Assuming that crop conditions will be as favorable in 1915 as in 1914, which is doubtful, the yield next year, according to the estimates, will be approximately 12,000,000. Add to this number the supply probably will be greater than the demand.

In the year 1913-14 the estimated consumption of American cotton by the mills of the world was appreximately 14,250,000. What the consumption of the present crop will be, remains to be seen. It will, however, be greater than was at first anticipated. Possibly the demand for cotton next year will be greater, also, than is auticipated, for there is an increasing demand for cotton, which demand is created, in part, by the depletion of the wool, linen and flax supply. Looking at the question from one

Looking at the question from one and it, it appears that a reduction such as that which is estimated, will thean a fair price for cotton. But it taking this view, one must assume to best of conditions. To be on the safe side, the only thing for the farmers to do is to reduce not less than one-quarter. A reduction which means that but three acres will be planted where four were planted just year, considered in consection with the fact that comparatively little fertilizer will be used in 1915, might result in a striry good readjustment of the law of supply and demand as it is reof supply and demand as it is re-lated to the cotton production. But a reduction of one-fourth is cer-tainly as small as the farmers should consider. If they are to show that preliminary calculations are in-accurate, it will be to the interest of the country for them to make the figures too conservative, rather than an exaggeration of the reduction. Cut down the cotton acreage at

least one-four is, and in the fields where cotton would, under normal where cotton would, under normal conditions, have been planted, raise toodstuff. Develop the various ramifications of agriculture, and when the fall of 1915 skall have come there will not be the hysteris which unisted some months ago; there will be po "huy-a-bale cry", no failure to meet debts. We shall live merrity coough if the farmers will curtail their acreage and less than one-quarter, and will give all attention possible to the valsing of food.—Greenville News.

TEEIR GARDENS

What ies a garden? McDavid Horton, the handsome city Editor of The State, has a axe pot of radiahes and Hilly Banks, Editor of the Columbia Incord. has a box 2x3 on the shed, and both crow lustly about their skill and success as gardeners. Horton tells his friends and callers about his garden and Banks writes editorials about his n.—The Manning Herald.

Chvernor Manulag is not the only to choose colonels for his staff. We gratulate Col. Jno. B. Adger, and Ont Col Maldrow.

COUNTY ROAD BONDS.

The county bond issue for good roads in Adnerson County seems to be attracting considerable attention over the State. The news and Couriier yesterday carried a long editorial about it, and commenting on several newspaper comments about the proposition. This newspaper has always been known to be conservative, and sounds a note of warning to the people of the Picdmont Counties. The point about the kind of roads needed there is cause for alarm that the road commission in Anderson County, at least, would rush headlong into this thing and spend the people's money recklessly. Ample time would be taken to study the road problem, and decide upon the best method of constructing roads and ascertaining the best material from which they should be constructed. The matter of voting bonds is receiving very much attention over the country, and millions of Six Months 2,50 dollars will be provided in this way Turee Months 1-25 for better highways. Anderson Coundollars will be provided in this way ty as one of the most important and largest counties in the State, as well as one of the richest, is being watched now to see what is done with this

bond issue. In order that our readres may know just what the News and Courier had to say, we are reproducing the editorial herewith in full:

It seems to us that the Greenville News is somewhat premature in offer-ing its condolences to its neighboring county of Anderson on account of the prospective defeat of the issue of \$750,000 in bonds to be used in roadbuilding. The Greenville County delegation prodived for issuing road bonds for Greenville without putting the matter to a vote of the people. The issue is, we believe, for a million dollars and the Greenville paper tell its Anderson friends that if they reject the bond issue for their county, they must expect to stand still in the matter of roads for several years to come at least, while "in the meantime the highways for Greenville County will have been built and we shall be proceeding merrily on our way to better farming, better churches, better schools and altogether happier

times."

This is a very alluring picture for Greenville, and we trust that it is going to be fulfilled in all particulars. But experien a has demonstrated again and again that nothing is easier than to throw away money in the construction of highways. We do not construction of highways. We do not suggest that this is going to happen in Greenville, but it is at least possible; indeed, unless extraordinary pains have been taken to safeguard the road fund from political influences and to insure its expenditure under the most competent supervision it will be difficult from every other. it will be difficult from every other place under the sun. The Anderson people, according to the Anderson people, according to the Anderson Dally Mail, are against the issuance of bonds because they do not know how the money would be spent. "The people," says the Daily Mail, "don't know whether the proposed roads would cost \$2,000 or \$20,000 a mile; they are afrabi the whole amount of money might be spent and the whole business result in as complete a fail-

ure a the plece of government road built just west of the city more than a year ago."

This attitude on the part of the citi-zens of Amerson County shows sound sense, to our way of thinking. The wisdom of big bond issues for road building is always questionable. It is doubly so when, as is the case in the Piedmont section of South Carolina, the preliminary work needed to deter-mine the type of road which can be built most cheaply and durably has not yet been done. What is needed in the Pidmont at present is experi-mentation along this line. The surest way for any county to make progress. to make progress way for any county to make progress in road building is for it to employ a first class road engineer, one with technical training and common sense, and give ihm a reasonably free hand. Let him work out the problem of constructing a highway which can be constructed economically, which will shed the almost consts) t rainfall of the long winter months, which will not crumble to pieces under the strain not crumble to pieces under the strain of the heavy hauliff which is unavoidable when the crops are being marketed and when fertilizers are moving to the farms. Then when the people see the results which have been achieved the rest will be easy. The county which spends its good money lavishly in the absence of a well defined movement.

Lowndesville thas gotten into the limitight in the past day or so, which act must be distastsful to the good people of that staid old village.

Reep Your Bowels Regring.
As everyone known, the bowels are
the newerage system of the body, and
it is of the great/st importance that
they move once such day. If you
sowels become constituted, take a
doss of Chamberlain's Tablets has
after supply and they will correct the
after supply and they will correct the
disorder. Obtainable everywhere

Good Roads Department

Proposed Bond Issue \$750,000 Election to be Held March 30, 1915.

Road Commissioners Provided in Act:

п	B. Id. Aull	I. S. Fawier 1 Anderson Ross Mitchell Belton. C. E. Harper Honea Path
	W. Frank McGee	J. Mack King, Supervisor Belton

BONDS FOR HIGHWAYS

Valuable Official Suggestions Everyone Interested in Good Roads.

(From the Manufacturers Record.) A most practical publication is Bulletin No. -136 of the United States department of agriculture, contributed by the office of public roads, being a compilation by Lawrence I. Hewes and James W. Glover of data and an analysis of economic features affect-ing construction and maintenance of highways financed by bond issues, together with the development of the theory of highway bond calculations. In introduction the statement is made that the practice of issuing bonds for highways and bridge construction by counties and their subdivisions has become quite prominent, and this statement is reinforced by the follow-

"In 1203 counties, or 41.1 per cent of all the counties in this country, there were outstanding highway bonds on January 1, 1914. The total amount of such bonds voted, as ascertained by the office of public roads up to that date, was \$286,556,073, of which township bonds alone amounted to \$57,153,718. The amount of outstanding local highway bonds on January 1, 1913, was approximately \$202,007,76. This amount was increased during the year 1913 by current issues noted below, but was also slightly decreased by maturing payments.

"The county highway bond is essentially a municipal bond; that is, a bond issued by a public corporation.

bond issued by a public corporation. Statistics indicate that all municipal bonds are regarded as excellent in-vestments, and are frequently used by banks as a second reserve. The amount of highway bonds issued is inamount of highway bonds issued is in-dicated by comparison with the \$79,-741,688 of frigation and drainage bonds authorized in the interval from 1907 to 1912, inclusive.

"The progress of the local ingle by bond movement is further indicated by the diagram of first issues for the interval 1900-1913. Dates of first issues were reported, however, for only 579 counties. First issues for 1912 and 1913 are practically complete.

"During the past three years county, district and township highway and bridge bonds were voted as follows: 1911, \$29,200,022; 1912, \$32,022,703; 1913, \$50,445,756—making a

022,703; 1913, \$59,445,756—making a total of \$111,668,481.

"There have also been voted State highway bonds which total \$158,590,000. The grand total of all highway bonds voted and reported to the office of public roads to January 1, 1914, is, therefore, \$445,147,073."

The bulletin present of

The bulletin presents diagrams, half-tone illustrations and statistics in

The builetin presents diagrams, half tone illustrations and statistics in illustration of its text dealing with the economic value of the market road, the cost of highway construction and maintenance, the methods of issuing bonds and the total cost of highways. It dwells upon legal restrictions on bond issues and the need for highway engineer, and, discussing the advantage of bond issues, says:

"The issuance of highway bonds is essentially a method of capitalizing the resources of a community for the purpose o fcreating improved highways. The fundamental advantage of the bond plan is the construction of a good system of roads at once, but there are secondary advantages in building roads in long stretches and in the planning of the maintenance of such roads.

"The question is not merely wheth-

er a community shall incur a debt; it is also a question as to whether the maximum economic efficiency and the full development of the public wealth will be best promoted by using public credit.
"Emphasis has been placed in this

"Emphasis has been placed in this publication on the strictly measurable economic benefits to a community from road improvement. There are many additional economic benefits and very great social benefits which are no treadily measured. Increased school and church attendance is shown in repeated instances to me an immediate consequence of better microing to the farms. Then when the people see the results which have been achieved the rest will be easy. The county which spends its good money lavishly in the absence of a well defined program of constructive enterprise, the methods of which have been tested and proved by actual experience at first hand, is taking long chances.

SIGN 01 PROGRESSIVENESS

The city of Anderson voted bonds for street improvements. This is a sign of progressiveness on the part of the Electric City. The vote was overwhelming in favor of the issue. Anderson county will vote on road improvement bonds the 36th of this month.—Spartanburg Journal.

"Making Columbia and Charleston dry," is a Harenlean toak for our courageous governor, but we believe he will do it if it can be done.

Lowedesville that gotten into the limitation to the light in the past day of so, which limits in the past day of so, which li

planned the entire county will feel the benefits of the improvement. As a rule, main market roads reach the ma-jority of producing areas, and when they are improved, all land values end to increase.
"The fact that cities and larger

towns are frequently taxed for bond issues to build highways outside of their own limits is sometimes made a point of debate in bond elections. It is argued that because a large part of the county wealth is within the corporate limit of auch cities and towns highway hard more should allows highway hard more should allows. towns, highway bond money should also be used to construct their streets. It is even urged that the expenditure should be made proportionate to the assessed valuation within the city limits. If the proceeds of highway bond issues, we're distributed in this way their purpose in many cases would be detected. The prir sry object of the county highway bond issue is to build county market roads, and uct to improve only streets, although a high percentage of the assessed valuation may be city property. It is now known that the expenditure of city taxes on country roads is towns, highway bond money should also be used to construct their streets. valuation may be city property. It is now known that the expenditure of city taxes on country roads is a sound principle, and that it is one of the best features of State aid for highways. In Manachusetts the city of Boston pays pacibly 10 per cent of the total State highway fund, but not a mile of State aid highway has been built within its limits. New York city also pays about 60 per cent. of the cost of the State highway bonds. Some State laws prohibit the expenditure of proceeds of State highway bonds. Some State laws prohibit the expenditure of proceeds of State highway bonds within enprorate limits of cities or towns. The improvement of market roads results in improved marketing conditions, which benefit the cit. Most ultes are essentially dependent upon their prosperity and development. The development of suburban property for esidence purposes is also dependent upon highway conditions, and it is becoming evident yearly that whatever makes for an increase in rural population must be encouraged. Since the introduction of motor traffic, country highways have been used to anincreasing extent by city residents. In fact, the cost of maintaining many sountry highways have been used to anincreasing extent by city residents. In fact, the cost of maintaining namy sountry highways have been greatly acceased by the presence of city owned motor vehicles. The general advance of facilities for doing country business from town headquarters when roads are improved is no inconsiderable factor in the commercial life of a community."

New Cafe

"The Acme" Will Be Thrown Open to the Public at Noon.

Anderson's newest cafe, "Th Acme," of which Mr. Augustus Antonakas, owner of "The Pledmont" cafe, is proprietor, will throw open its doors to the public at noon to-

day.

This is one of the landsomest cates in the upper part of the State, and one of which Anderson can justly feel proud. While all the farnishings, such as the grammatial mirrors for such as the grammatial mirrors for or while all the farminential mirrors for the walls, are not yet in place. Mr. Antonakas decided to go ahead and have the opening today, as he wishes to have everything in good working order when the Cleman cadets ended to have everything in good working order when the Cleman cadets ended to have everything in good working order when the Cleman cadets ended to have the public call this morning at the new case and inspect it. He will be out hand and will show them through the place. The case will be conducted along the strictest sanstary lines and will be a credit to the city.

College

President Denies Report Institution is to be Given

Our clothing for young men is always a step ahead of time.

And too, no young man should miss the feeling of style-perfection that goes with the early owning of a spring suit. Nor should he fail to include our display in his calculations.

We have devoted lots of time and energy in securing the best styles and values. Today, see how well we have succeeded at \$15, \$18 and \$20.

Complete showing now of \$3.50, \$4, \$5 Oxfords, with all the new Spring ideas. Stetson's soft hats in the most approved shapes and colors, \$3.50, \$4, \$5. Evans Specials, \$2, \$2.50 and \$3.00.





ANOTHER VICTORY FOR JUDGE FOWLER

JURY AWARDED HIM VER-DICT IN SECOND OF IN-SURANCE CASES

FOR FULL AMOUNT

Verdict Calls for Whole Amount Sued for \$2,500 Together With Interest

A verdict for the plaintiff awarding him the full amount of \$2,500 sued for, together with interest of \$125.95, was the outcome of the case of Judge J. S. Fowler against the Georgia Home Insurance company, trial of which was completed yesterday in the spring term of the court of common

pleas for Anderson county.
This is the second case tried of the six which this plaintiff brought against a number of insurance companies carrying policies on his auto-mobile garage which was burned sevmobile garage which was burned several months ago, entailing a loss estimated at \$34,000. The aggregate amount sued for in the six cases was \$22,000. This is also second victory for Judge Fowler in this matter for the jury in the first case awarded him a verdict. Suit in the first care was for \$2,000, but in this instance interest was not allowed.

ost was not allowed.

The Remaining Cases.

The four remaining cases have been carried over to a future term of the court, and will be taken up hereafter, unless a settlement of some kind is reached in the meantime. It is presumed that the two cases tried in the court just ended will be appealed to the higher court, and the outcome of these appeals will doubtless determine in a large measure the ultimate disposition of the four remaining

The trial of these cases attracted

Synod

The statement appearing in The State and other newspapers of South Carolina to the effect that the trustees Deposited Daily
during youth, double, trible and multiply for comfort, a home and happiness in old age.

Carolina to the effect that the trustees of Anderson College are preparing a proposal to turn over the Inderson College to the Presbytering denomination of the State is without foundation, in fact, said Dr. James P. Scinard, president of the college, last night in knewer to a request for a statement concerning the report.

President Kinard authorized 'Use statement that the report was entirely erroneous, unauthorized and one calculated to place the Anderson College is a light not altogether please. ollege in a light not altogether pleas-ing to the trustees and friends of he institution. Dr. Kinard does not hink that the report was spread with inkind motive, but regrets that it was tored Later on the Anderson College au-cidies will probably have a state-tent to give out concerning this man-

> A Specific Again Polds.
>
> If there is such a thing as a specific against colds, it is to be found in a slowing porch or the own bed on. Next to that somes the cold cure bath is the morning, says the sith's Companion. Be as careful as a can you will operationally take when you do you will flud ain's Cough Remedy a great nabling you to get tid of it.

AUTO MEN!

Spring is here and the roads are wetting good, but you can't enjoy motoring with bad tires. I can repair your old tires or sell you new ones.

AJAX or GOODYEAR

are the tires to buy. I have them in stock and also accessories Free Air to Customers

Templeton's Vulcanizing Works

Timely Advice to Farmers

(Belton Journal.) The farmors of our country have nuts will grow as well here as in Virhad so much advice given, offered ginia. How many bushels of sweet and poked at them they are sick and potatoes could be sold in Anderson county during the next thirty days? I might ask dozens of just such questions, but my one aim and desire is to ing about the practical side of the try and cause our people to stop, and business. That is why it is heeded so think just a little. Let's raise sometive. Our country is, and has been, thing besides cotton. I do not mean confronted with the most serious con- to abandon raising cotton, but let's dition ever witnessed by the most of grow something to live on and make us. The war in Europe, to a great ex- this section self supporting. I know tent, paralized business and clogged of no more fitting words with which the wheels of commerce. This South- to close than those uttered on one ocland has suffered by far more than casion by Henry W. Grady: "When any other part of our country-and every farmer in the South eats bread. why—because we had nothing to from his own field, meat from his own seel but COTTON. It has proved con- pasture, vegetables from his own garclusively to all thinking people that den, fruit from his own orchard, and the ONE CROP idea of our Southern butter and milk from from his own States is wrong. Look at the price of dairy; caping for his crops in his own beef cattle, hogs, corn, wheat, flour, wisdom and growing them in indewide interest, despite the fact that oats, peas and in fact everything, pendence making cotton a surplus crop they were long drawn on and decid-with the exception of "Poor old Cotton"—What do we find?—Record principles were repreees for all these articles in almost receipted mortgage—then the South every instance. And the one thing will begin to realize the fuliness of that is such a stinging rebuke to us her opportunities." all -is the fact, that all the things I know of nothing to be added to mentioned above, and many others, those prophetic words. They are as can be grown as successfully in our true as truth lizeif. It is said the Southern Country as any place under South needlessly spends a million dolthe Sun. I believe this section holds have for foodsture. It is eald Texas the secord in the production of corn alone is sending more than two hunoats, hay, rotatoes, etc., as to the dred million dellars a year to outside yield per acre. Then why won't we markets for tood for man and beast, raise something to sell besides COT-TON? You often hear to that ques-tion, this answer: There is no use try-

> THIS-AND FIVE CENTS! TRIS—AND FIVE URNTS!
> DON'T MIRS THIS. Cut out this
> ity enclose five cents to Foley & Co.,
> itemso, Ill., writing your name and
> ddress clearly. You will receive in
> sturn a trial package containing Foly's Honey and Tar Compound, for
> oughs, code and croup; Foley Kidey Pills, for pain in sides and back,
> tournation, backache, kharly and noumation, backache, klun'y and stadder aliments; and Foley Catharite abies; a wholesome and thoroughly leading catharite, especially con-orting to stout persons. Evans Plan-her.

ing to raine the things mentioned above for there is no market for such

If you raise anything in excess of lo cal requirements, and there is a de-

mand in other sections, commercia

spring up. If crough attention is given to cattle raising-Packing houses naturally follow, and so on. This sec-tion ships in thousands of bushels of pannits every year, and we know pea-

tactities for handling and moding such compledition is as sure to come as day follows night. If we raise more grain than we need-elevators

BREWSTER'S MILLIONS

Featuring EDWARD ABELES. Abeles is a real comedian. This picture will go on at 10 a m. and run continuously dill 10:30 p.m. Begins with a tipple and ends a sody-many a smile and just a few tears.